BTS 17-16
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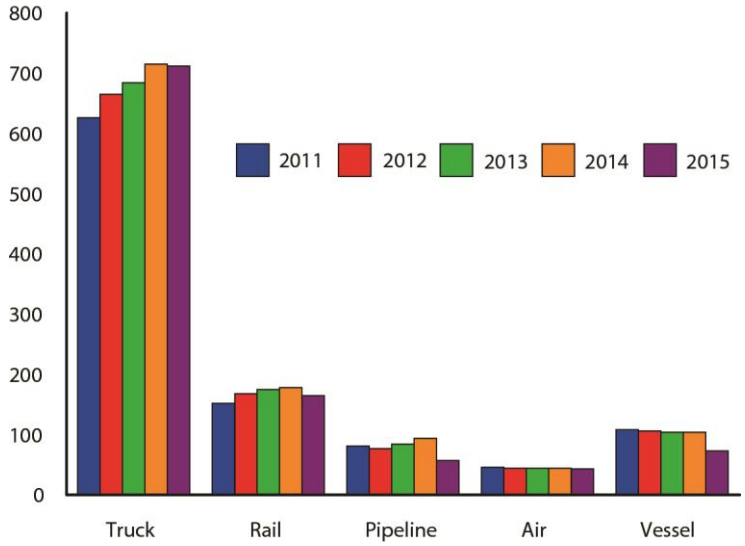
2015 North American Freight Numbers

Figure 1: U.S.-NAFTA Merchandise Trade by Mode: 2011-2015
(billions of current dollars)

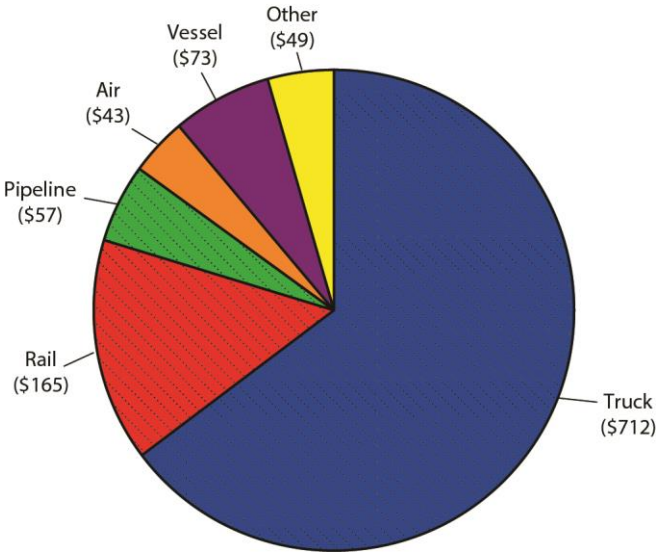


All five major transportation modes – truck, rail, pipeline, vessel and air – carried less U.S. freight with North American Free Trade Agreement (NAFTA) partners Canada and Mexico by value in 2015 than in 2014. The total value of cross-border freight carried on all modes fell 7.2 percent from 2014 to $1.1 trillion in current dollars, according to the U.S. Department of Transportation's Bureau of Transportation Statistics (BTS) (Figure 1 and Table 1).

The value of commodities moving by truck declined 0.4 percent, the smallest decrease from 2014 to 2015 of any mode, 0.4 percent. The value of freight on other modes also declined: air 1.8 percent; rail 7.1 percent; vessel 29.7 percent; and pipeline 39.4 percent. A drop in the price of crude oil in 2015 played a key role in the large declines in the dollar value of goods shipped by vessel and pipeline. Average monthly prices for crude petroleum and refined fuel are available from the U.S. Energy Information Administration.

The 7.2 percent decline in the value cross-border freight from 2014 to 2015 was almost entirely due to the decline in crude oil and petroleum prices. The value of petroleum-related commodity shipments declined almost 40 percent year-over-year while the value of other freight dropped 0.9 percent. In 2015, petroleum-related commodities comprised 10.8 percent of the total value of U.S. North American freight, down from 16.6 percent in 2014. Some data used to calculate the percentages in this paragraph comes from US International Trade Commission Interactive Tariff and Trade Data, which allows the separation of petroleum and non-petroleum components of mineral fuels.

Figure 2: North American Freight by Mode, 2015
(billions of current dollars)



Freight by Mode

Trucks carried 64.3 percent of U.S.-NAFTA freight, a 2.2 percentage point increase from 2005, and continued to be the most heavily utilized mode for moving goods to and from both U.S.-NAFTA partners. Trucks accounted for $359.8 billion of the $589.9 billion of imports (61.0 percent) and for $351.9 billion of the $516.4 billion of exports (68.2 percent) (Table 1).

Rail remained the second largest mode, moving 14.9 percent of all U.S.-NAFTA freight, followed by vessel, 6.6 percent; pipeline, 5.2 percent and air, 3.9 percent. The surface transportation modes of truck, rail and pipeline carried 84.4 percent of the total value of U.S.-NAFTA freight flows (Figure 2, Table 1).

During the last decade, rail's percentage share rose 0.2 points while pipeline fell 1.4 points (Table 1). The category of all modes of transportation cited in the following tables includes freight movements by truck, rail, vessel, pipeline, air, other and unknown modes of transport. See North American Transborder Freight Data for historic data.

Freight with Canada

From 2014 to 2015, the value of U.S.-Canada freight flows fell 12.6 percent to $575.2 billion. Trucks carried 58.3 percent of the value of the freight to and from Canada, followed by rail, 15.7 percent; pipeline, 9.3 percent; vessel, 4.9 percent; and air, 4.7 percent. The surface transportation modes of truck, rail and pipeline carried 83.3 percent of the value of total U.S.-Canada freight flows (Table 2).

Trucks carried 58.3 percent of U.S.-Canada freight in 2015, a 0.8 percentage point decrease from 2005. Truck's share of imports decreased 0.2 percentage points from 2005, while air's percent share of imports rose 0.7 points and pipeline fell 1.0 points (Table 2).

Michigan led all states in freight with Canada in 2015 with $69.1 billion. Of the top 10 states for U.S.-Canada freight in 2015, Tennessee had the smallest percent decrease over 2014, a

1.3 percent decrease. Illinois had the largest percent decrease over 2014 among the top 10 states, a 29.7 percent decrease (Table 3).

The top commodity category transported between the U.S. and Canada in 2015 was vehicles and vehicle parts (other than railway vehicles and parts) at $103.0 billion with $61.8 billion or 60.0 percent moved by truck (Table 6).

Freight with Mexico

From 2014 to 2015, the value of U.S.-Mexico freight fell 0.6 percent to $531.1 billion. Trucks carried 70.9 percent of the value of the freight to and from Mexico, followed by rail, 14.1 percent; vessel, 8.5 percent; air, 3.1 percent; and pipeline, 0.7 percent. The surface transportation modes of truck, rail and pipeline carried 85.7 percent of the value of total U.S.-Mexico freight flows (Table 4).

Trucks carried 70.9 percent of U.S.-Canada freight in 2015, a 3.5 percentage point increase from 2005. Truck's share of imports increased 6.3 percentage points from 2005 while vessel's percentage share of imports fell 10.5 points (Table 4).

Texas led all states in freight with Mexico in 2015 with $178.0 billion. Of the top 10 states for U.S.-Mexico freight in 2015, Pennsylvania had the highest percent change over 2014, a 15.7 percent increase (Table 5).

The top commodity transported between the U.S. and Mexico in 2015 was electrical machinery at $103.8 billion, an increase of 7.5 percent from 2014, with $95.4 billion or 91.9 percent moved by trucks. The next highest commodity category transported by a single mode in U.S.-Mexico freight was vehicles and vehicle parts (other than railway vehicles and parts) with $41.7 billion in freight moved by rail (Table 7).

Reporting Notes

Press releases and the BTS website define surface transportation modes as truck, rail and pipeline. See North American TransBorder Freight Data on the BTS website for additional data for surface modes since 1995 and all modes since 2004. The category for all modes of transportation cited in the following tables includes freight movements by truck, rail, vessel, pipeline, air, other and unknown modes of transport.

Data in this press release are not adjusted for inflation. Additional summary data adjusted for inflation and exchange rates can be found on the BTS website under TransBorder Indexed Freight Flow Data. The BLS indexes used in the adjustments for inflation and exchange rates may be revised in each of the three months after original publication. For more information, see TransBorder Press Releases for previous press releases and summary tables. See TransBorder Freight Data for data from previous months, and more state, port, or commodity data. BTS has scheduled the release of January TransBorder numbers for March 24.

Table 1. Modal Shares of U.S.-NAFTA Freight Flows
Freight by All Modes
(millions of current dollars)

Mode		2005	2014	2015	Percent Change 2005-2015	Percent Change 2014-2015
All Modes	Imports	458,068	640,220	589,931	28.8	-7.9
	Exports	331,469	552,451	516,394	55.8	-6.5
	Total	789,537	1,192,671	1,106,325	40.1	-7.2
Share of Total by Mode (percent of total value)					**Percentage Point Change 2005-2015**	**Percentage Point Change 2014-2015**
All Surface Modes	Imports	84.3	84.5	87.3	3.0	2.8
	Exports	82.2	80.6	81.1	-1.1	0.5
	Total	83.4	82.7	84.4	1.0	1.7
Truck	Imports	55.9	54.5	61.0	5.1	6.5
	Exports	70.8	66.2	68.2	-2.6	1.9
	Total	62.1	59.9	64.3	2.2	4.4
Rail	Imports	17.8	17.7	18.4	0.6	0.6
	Exports	10.6	11.7	11.0	0.4	-0.6
	Total	14.8	14.9	14.9	0.2	0.0
Pipeline	Imports	10.6	12.3	8.0	-2.7	-4.4
	Exports	0.9	2.7	1.9	1.1	-0.8
	Total	6.5	7.9	5.2	-1.4	-2.7
Vessel	Imports	9.8	9.2	6.4	-3.4	-2.8
	Exports	4.1	8.1	6.8	2.7	-1.3
	Total	7.4	8.7	6.6	-0.8	-2.1
Air	Imports	2.7	2.9	3.0	0.3	0.1
	Exports	6.2	4.6	5.0	-1.3	0.4
	Total	4.2	3.7	3.9	-0.3	0.2

Source: Bureau of Transportation Statistics, TransBorder Freight Data, http://transborder.bts.gov/transborder/ as of February 2016.
NOTES: Numbers might not add to totals due to rounding. Percent changes based on numbers prior to rounding. The value of trade for all modes is not equal to the sum of truck, rail, pipeline, vessel and air modes, it also includes shipments made by mail, foreign trade zones, and other transportation. For additional detail, please refer to the "Data Fields" section of the TransBorder web page:
http://www.bts.gov/programs/international/TransBorder/TBDR_DataFields.html
* The percent of modal share for all surface modes equals the sum of the share of the truck, rail and pipeline modes.

Table 2. Modal Shares of U.S.-Canada Freight Flows
Freight by All Modes
(millions of current dollars)

Mode		2005	2014	2015	Percent Change 2005-2015	Percent Change 2014-2015
All Modes	Imports	287,870	346,063	295,190	2.5	-14.7
	Exports	211,420	312,125	280,017	32.4	-10.3
	Total	499,291	658,188	575,207	15.2	-12.6
Share of Total by Mode (percent of total value)					**Percentage Point Change 2005-2015**	**Percentage Point Change 2014-2015**
All Surface Modes	Imports	87.9	85.9	86.7	-1.2	0.8
	Exports	81.8	80.1	79.7	-2.1	-0.4
	Total	85.3	83.1	83.3	-2.0	0.2
Truck	Imports	49.9	43.1	49.7	-0.2	6.6
	Exports	71.5	65.6	67.3	-4.2	1.7
	Total	59.1	53.8	58.3	-0.8	4.5
Rail	Imports	21.1	20.0	21.1	0.1	1.1
	Exports	9.1	11.1	10.1	0.9	-1.1
	Total	16.0	15.8	15.7	-0.3	-0.1
Pipeline	Imports	16.9	22.8	15.8	-1.1	-6.9
	Exports	1.1	3.3	2.3	1.2	-1.0
	Total	10.2	13.5	9.3	-1.0	-4.3
Vessel	Imports	4.9	6.0	5.1	0.3	-0.9
	Exports	2.0	5.7	4.6	2.6	-1.1
	Total	3.7	5.9	4.9	1.2	-1.0
Air	Imports	2.9	3.3	3.7	0.7	0.4
	Exports	6.7	5.4	5.7	-1.0	0.3
	Total	4.6	4.3	4.7	0.1	0.4

Source: Bureau of Transportation Statistics, TransBorder Freight Data, http://transborder.bts.gov/transborder/ as of February 2016.
NOTES: Numbers might not add to totals due to rounding. Percent changes based on numbers prior to rounding. The value of trade for all modes is not equal to the sum of truck, rail, pipeline, vessel and air modes, it also includes shipments made by mail, foreign trade zones, and other transportation. For additional detail, please refer to the "Data Fields" section of the TransBorder web page:
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* The percent of modal share for all surface modes equals the sum of the share of the truck, rail and pipeline modes.

Table 3. Top 10 States Freight Flows with Canada by All Modes of Transportation

Ranked by 2015 Value
(millions of current dollars)

State	2014		2015		Percent Change 2014 -2015
	Value	Rank	Value	Rank	
Michigan	74,249	**1**	69,059	**1**	-7.0
Illinois	67,086	**2**	47,166	**2**	-29.7
California	46,129	**4**	44,783	**3**	-2.9
Texas	48,551	**3**	41,311	**4**	-14.9
Ohio	37,785	**5**	33,913	**5**	-10.3
New York	34,168	**6**	30,413	**6**	-11.0
Pennsylvania	24,707	**8**	22,302	**7**	-9.7
Washington	25,264	**7**	21,548	**8**	-14.7
Indiana	20,338	**9**	18,819	**9**	-7.5
Tennessee	14,595	**12**	14,406	**10**	-1.3

Source: Bureau of Transportation Statistics, TransBorder Freight Data, http://transborder.bts.gov/transborder/ as of February 2016.
NOTE: Percent change based on numbers prior to rounding.

Table 4. Value of U.S.-Mexico Freight Flows by Mode of Transportation
(millions of current dollars)

Mode		2005	2014	2015	Percent Change 2005-2015	Percent Change 2014-2015
All Modes	Imports	170,198	294,157	294,741	73.2	0.2
	Exports	120,049	240,326	236,377	96.9	-1.6
	Total	290,247	534,484	531,118	83.0	-0.6
Share of Total by Mode (percent of total value)					**Percentage Point Change 2005-2015**	**Percentage Point Change 2014-2015**
All Surface Modes	Imports	78.2	82.9	88.0	9.8	5.1
	Exports	83.0	81.3	82.7	-0.2	1.4
	Total	80.2	82.2	85.7	5.5	3.5
Truck	Imports	66.0	67.9	72.3	6.3	4.4
	Exports	69.4	67.0	69.1	-0.3	2.1
	Total	67.4	67.5	70.9	3.5	3.4
Rail	Imports	12.2	15.0	15.6	3.4	0.6
	Exports	13.1	12.3	12.1	-1.0	-0.2
	Total	12.6	13.8	14.1	1.5	0.3
Pipeline	Imports	0.0	0.1	0.1	0.1	0.0
	Exports	0.5	2.0	1.5	1.0	-0.5
	Total	0.2	0.9	0.7	0.5	-0.2
Vessel	Imports	18.2	13.0	7.7	-10.5	-5.3
	Exports	7.8	11.3	9.4	1.7	-1.8
	Total	13.9	12.2	8.5	-5.4	-3.7
Air	Imports	2.3	2.4	2.2	0.0	-0.1
	Exports	5.4	3.6	4.1	-1.2	0.5
	Total	3.6	2.9	3.1	-0.5	0.2

Source: Bureau of Transportation Statistics, TransBorder Freight Data, http://transborder.bts.gov/transborder/ as of February 2016.
NOTES: Numbers might not add to totals due to rounding. Percent changes based on numbers prior to rounding. The value of trade for all modes is not equal to the sum of truck, rail, pipeline, vessel and air modes, it also includes shipments made by mail, foreign trade zones, and other transportation. For additional detail, please refer to the "Data Fields" section of the TransBorder web page:
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* The percent of modal share for all surface modes equals the sum of the share of the truck, rail and pipeline modes.

Table 5. Top 10 States Freight Flows with Mexico by All Modes of Transportation

Ranked by 2015 Value
(millions of current dollars)

State	2014		2015		Percent Change 2014 - 2015
	Value	Rank	Value	Rank	
Texas	192,761	**1**	177,997	**1**	-7.7
California	66,669	**2**	71,889	**2**	7.8
Michigan	53,283	**3**	55,009	**3**	3.2
Illinois	21,272	**4**	22,195	**4**	4.3
Arizona	15,943	**5**	16,760	**5**	5.1
Ohio	13,797	**6**	14,683	**6**	6.4
Tennessee	11,486	**7**	11,995	**7**	4.4
Indiana	10,153	**9**	10,059	**8**	-0.9
Georgia	9,049	**10**	9,732	**9**	7.5
Pennsylvania	7,254	**14**	8,392	**10**	15.7

Source: Bureau of Transportation Statistics, TransBorder Freight Data, http://transborder.bts.gov/transborder/ as of February 2016.
NOTE: Percent change based on numbers prior to rounding.

Table 6. Top Commodity Transported between the U.S. and Canada for Each Mode of Transportation, 2015

(millions of current dollars)

Mode	Commodities	Exports	Imports	Total
All Modes	Vehicles Other than Railway	47,594	55,403	102,997
Truck	Vehicles Other than Railway	33,939	27,857	61,796
Rail	Vehicles Other than Railway	11,118	27,460	38,578
Pipeline	Mineral Fuels; Oils and Waxes	6,390	46,554	52,943
Vessel	Mineral Fuels; Oils and Waxes	11,042	12,163	23,205
Air	Electrical Machinery; Equipment and Parts	3,537	1,649	5,185

SOURCE: Bureau of Transportation Statistics, TransBorder Freight Data, http://transborder.bts.gov/transborder/ as of February 2016.

NOTES: Numbers might not add to totals due to rounding. Percent changes based on numbers prior to rounding. The value of trade for all modes is not equal to the sum of truck, rail, pipeline, vessel and air modes, it also includes shipments made by mail, foreign trade zones, and other transportation. For additional detail, please refer to the "Data Fields" section of the TransBorder web page: http://www.bts.gov/programs/international/TransBorder/TBDR_DataFields.html

Table 7. Top Commodity Transported between the U.S. and Mexico for Each Mode of Transportation, 2015

(millions of current dollars)

Mode	Commodities	Exports	Imports	Total
All Modes	Electrical Machinery; Equipment and Parts	41,086	62,692	103,778
Truck	Electrical Machinery; Equipment and Parts	36,840	58,571	95,410
Rail	Vehicles Other than Railway	7,680	34,017	41,697
Pipeline	Mineral Fuels; Oils and Waxes	3,460	221	3,681
Vessel	Mineral Fuels; Oils and Waxes	13,065	13,200	26,265
Air	Electrical Machinery; Equipment and Parts	3,063	2,059	5,122

SOURCE: Bureau of Transportation Statistics, TransBorder Freight Data, http://transborder.bts.gov/transborder/ as of February 2016.

NOTES: Numbers might not add to totals due to rounding. Percent changes based on numbers prior to rounding. The value of trade for all modes is not equal to the sum of truck, rail, pipeline, vessel and air modes, it also includes shipments made by mail, foreign trade zones, and other transportation. For additional detail, please refer to the "Data Fields" section of the TransBorder web page: http://www.bts.gov/programs/international/TransBorder/TBDR_DataFields.html